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Hongkong Daily Press.

ESTABLISHED 1857.

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Hongkong, 27th May, 1905. [1329]

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Hongkong, 24th July 1905. [1729]

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Hongkong, 31st October, 1902. [146]

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Hongkong, 7th October, 1904. [194]

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[241] Hongkong, 7th October, 1904. [194]

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[1347] CANTON.

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Hongkong 28th November, 1902. [106]

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Hongkong, 15th August, 1904.

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The Daily Press.

HONGKONG, AUGUST 11TH, 1905.

AFTER the termination of the war in South Africa, some of the Boers trekked into German territory where they were received with open arms. The press in Germany welcomed them as pioneers of civilization and most desirable settlers, and the Colonial Society of Berlin has since then been using every endeavour to promote Boer immigration. It appears, however, that the Africander has greatly disappointed his admirers, and that indiscriminate admission of Boers is meeting with strong opposition on the part of the other colonists. At a meeting of the Pagan branch of the Colonial Society the matter was fully discussed, and the following resolution passed and forwarded to the central office in Germany:

"That an urgent appeal be addressed to the managing committee in Berlin to desist from further advocating and assisting Boer immigration to East Africa, as the Boers had so far lived entirely on the game of the country, in the destruction of which they had proved themselves most unscrupulous, utterly disregarding the existing regulations for the protection and preservation of wild animals. They had made no attempt to build homesteads or to cultivate the soil, and all but those blindly propossessed in their favour, agreed that their civilizing labour had been nil; it was not the German that had to be taught by the Boer, but vice versa! Moreover, there was every reason to suppose that the Boers, in part at least, were only waiting for better times to return to their old homes. At any rate they showed no inclination to settle down, but preferred to remain 'trek Boers.'

which would be adding a white nomadic population to the native migratory tribes. It was, therefore, in the interest of the colony that Boer immigrants should not be admitted on more favourable terms than other settlers; that they should be refused admission, unless provided with adequate means and that those admitted should be compelled to take up fixed abodes and to observe the game and other laws of the country." The Pagan Committee were prepared to furnish conclusive evidence, if so desired, of the statements advanced. Mr. Jas. Dero, of Mouguni, in a letter to the *Uembara Times* corroborates the above complaints in every particular, entering an emphatic protest against the wanton manner in which the Boers slaughter and chase away big and small game, and their ruthless pursuit of the elephant. He recalls to mind that the Transvaal at one time abounded with game of all kinds and descriptions, whilst it is now denuded of it, and hopes that the German government will at once adopt measures to preserve their African possessions from a similar fate. He states that, when he visited the northern districts of Ngari Nariobe for the purpose of catching gnus, he was painfully struck with the scarcity of wild animals, which the natives had attributed to the misdeeds of the Boers. Mr. Dero complains that the latter who have received such liberal treatment at the hands of the local authorities, have so far given no proof of their much vaunted skill as pioneers of civilization and that at the setting in of the rainy season they had not even possessed the necessary seed corn. They are perfectly content, according to the writer, to barter the game they kill and do not require for their own use for mousies and bananas to the natives. He declares them to be a most indolent species and arrogant in a quiet sort of fashion.

He instances the case of one of them, not long ago, telling the German officer in command of the military station at Arusha, that, in his opinion, it was high time he should learn the "TAZI". They have engaged a schoolmaster from the Transvaal to teach their children; for Boers they are and Boers they wish to remain!

A contemporary suggests that, as an alternative to paying an indemnity, Russia may "take over" the debt incurred by Japan in prosecuting the war. If the bonds were so "taken over," the holders would feel "taken in."

The Baumann Opera Company disappointed a large number of people last night. Seats had been booked for "La Poupee"; but chairs and risques unloaded their disgruntled passengers at the closed door of a dark and empty theatre.

Dr. Lukhan, who recently left Hongkong for Manila with his family, is now to stand his trial as a rebel. He took the oath of allegiance before he was allowed to land, and was allowed his liberty on bail of \$3,000, according to the Cable news.

During the voyage of H.M.S. *Glory* from Hongkong to Singapore a sad affair happened on board two days out from Singapore. Mr. Frank W. White, the torpedo gunner, was found in the morning in his berth dead, heart failure having been the cause of death. His loss was deeply regretted by the whole ship. He was buried at sea.

In the House of Commons last month, Colonel Llewellyn, having asked whether there was any foundation for the rumour that a foreign syndicate had been formed, having as its object the acquisition of the South Wales coal field, Mr. Balfour said that he had heard the rumour, adding that if there was a solid foundation for it, the Government would not remain indifferent spectators of the transaction. So unexampled a proceeding as the sale to either a foreign syndicate or foreign Government of the unique source of our naval mobility would unquestionably require exceptional treatment.

One of yesterday's English Mail papers says—Captain C. G. Dicken, commodore in charge at Hongkong, has been promoted to the rank of rear-admiral. He has served nearly twenty-seven years for his flag, having entered the navy in December, 1877. Rear-Admiral Dicken was a lieutenant on the battleship *Alexander* at the bombardment of Alexandria twenty-four years ago this week (medal with "Alexandria" clasp, and Kedive's star). He was Assistant-Director for Naval Intelligence for some time, and took up the duties of commodore at Hongkong eighteen months ago. The following appointment has been made at the Admiralty—Captain H. P. Williams, to the *Tarant*, as commodore 2nd class, and as naval officer in charge at Hongkong, to date 17th inst.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Nagasaki at 8 a.m. on Thursday, the 10th Aug., and left again at 5 p.m. same day for Shanghai, where she is due to arrive at 8 a.m. to-morrow. The I.G.M. str. *Prinz Heinrich* left Kobe via Nagasaki and Shanghai on Wednesday, the 9th inst. at 3 p.m., and may be expected here on Wednesday, the 16th inst.

The P. & A. str. *Argonia* arrived at Yokohama on the 9th inst., and is expected here on the 22nd inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE PEACE CONFERENCE
OPENS.

LONDON, 10th August.

The credentials of the various plenipotentiaries to the peace conference have been accepted.

The conference meets twice daily.

NEW RUSSIAN LOAN.

LONDON, 10th August.

A Russian loan of twenty millions has been arranged.

BRITAIN'S FRENCH GUESTS.

LONDON, 10th August.

The festivities in honour of the French naval visitors to England continue. There is a luncheon at the Guildhall to-day and a banquet at Westminster on Saturday.

REUTER'S SERVICE.

THE FRENCH FLEET AT
PORTSMOUTH.

LONDON, 8th August.

Flotillas of packed excursion steamers gave the French fleet a popular, unofficial welcome even more significant than the official one. The whole scene was one of unsurpassable animation, beauty, and impressiveness. The waters were crowded with Coves regatta yachts, including the Emperor of Germany's *Meter* with the Ambassador and the Naval Attaché on board. The towns of Cowes and Portsmouth vied with the fleets in magnificent illuminations and fireworks. At a dinner on the Royal yacht, the King in toasting President Loubet said he trusted that the visit would knit the friendship of France and England closer still. He was convinced that the principal advantage would be the maintenance of peace, and hoped that the good relations existing between the two nations might be further strengthened.

LATER.

The scene of busy brilliancy was continued at Cowes yesterday; the most cordial hospitalities were exchanged. A lunch was given to the French officers by the Royal Yacht Squadron, the British ships dining there at night, after which there was a ball on board the *Juarez*.

The French newspapers remark with undisguised warmth on the British welcome and declare that this is no mere exchange of courtesies but a grand demonstration proclaiming a rapprochement of the first magnitude.

SWEDEN.

LONDON, 8th August.

Owing to the health of King Oscar, the Crown Prince has been again appointed Regent.

RAILWAYS IN CHINA.

It is reported that the net half-yearly profits of the Imperial Chinese Railways for the six months ending March 1, 1905, amounted to a little over \$325,000, and that if this rate of progress is maintained, as is confidently expected, this year's profits will even after paying interest on the loan and providing the stipulated sum for amortisation, amount to over \$2,300,000. With this sum the Chinese Government has already commenced the construction of the 120-mile line to Kalgan. Experts believe that even after the war, which has helped the railway, the development of trade in Manchuria will continue to such an extent that this profit will remain undiminished.

JAPAN'S FINANCIAL CLEVERNESS.

Some surprise has found expression that the Tokyo Government, with many millions of borrowed money still unpaid, should have issued a fresh loan for such a large sum as thirty millions sterling. In some quarters, this apparently premature issue has been attributed to a desire to continue the St. Petersburg Government that it need not hope to reduce Japan's terms of peace by prolonging the cost of hostilities. In other circles it is conjectured that Japanese statesmanship wishes to make timely provision for replenishing its exhausted materials of war. But a correspondent in the city, who claims to have particular information on the matter, assigns a wholly different reason. He credits the Tokyo Government with the artfulness of systematically forestalling Russia in obtaining external supplies of money. In support of this hypothesis, he recalls the fact that every time St. Petersburg has attempted to borrow on the Continent Japan has swept the Bourses clean by prompt action. It was so in the present instance: at Paris, Berlin, and elsewhere, Russian emissaries had been again endeavouring to negotiate a big loan on reasonable terms, but the quick Japanese eyes and ears got wind of the project and spoiled the money markets by absorbing all locatable savings. We (Globe) do not assert, of course, that our correspondent's conjecture hits the mark, but it is certainly a plausible guess.

We are requested to call our readers' attention to an appeal issued, with the authority of the City of Winchester, for funds to enable a committee to preserve the remaining fragments of the burial Hyde Abbey, the burial place of King Alfred the Great. We do so, feeling, however, that the Mayor of Winchester is too optimistic in expecting funds from his Brothers in the Colonies and Cousins in the United States.

THE BATTERY PATH AFFAIR.

DEFENDANT'S STATEMENT.

Aaron Ellis was again arraigned before Mr. F. A. Hazelhurst at the Police Court yesterday, when the hearing of the manslaughter charge preferred against him in connection with the death of Gunnar Sampson, R.G.A., at Battery Path, was continued.

Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and Mr. P. W. Goldring of Messrs. Brutton, Hett and Goldring represented the

other way. We had already paid the rich man, so we all waited on, and about ten yards higher we saw blood on the path. I suppose I must have knocked some of his teeth out, but he couldn't have been much hurt to have got up and moved on' or words to that effect. Then one of them said, "Let's get away and go home," and we all went back to the inn. I saw no blood at all when I knocked the man down. I have not said anything about the affair, all the others, because I was anxious and in the who are very old.

Major Parry stated—I am commanding the 88th to C. G.A. which I joined in October, 1902. Gunnar Richard Sampson was a member of the company, which came to Hongkong last December. As Major commanding the company, I was in custody of the company defaulter single of the men. We passed the Cathedral and went down Battery Path. There we saw a soldier lying across the path; his head was towards Queen's Road, and he was lying nearly on his stomach. I noticed blood on his face. Our oral to Groves touched him on the shoulder and tried to raise him, but all the man did was to groan. We went away with the intention of getting help, but did not get it. After having some supper the three of us got into robes and went to Battery Path again. We went up the path to see who the deceased was still there, but found he had been removed. I saw blood and a lot of matches stuck up where he had been lying. As I got a little way up the path I first met a European woman. About seven or eight yards further up I met a second woman. The first one I met was dressed all in white, and had no hat. I did not notice the dress of the second, only that she had no hat. A man followed about three yards behind the second woman. After he had passed I looked back and saw all three join at the foot of the path. The man was in the centre with his arms around their waists, and the women had their arms around him. They all appeared to be jolly. When I went to the identification I failed to recognize the defendant as the man I had seen on Battery Path, but his build and features are the same. Going from Battery Path to the eating-house I did not see any European police, neither did I on the return journey.

In cross-examination—When we saw the man lying on the path we thought he was drunk. I did not notice any vomiting.

Re-examined—If we had thought anything serious was the matter with the man we should have helped him there and then, but seeing him lying down we thought he was drunk.

Sergeant O'Sullivan deposed—I was on reserve duty at the Central Station in the early morning of the 17th July. At 11 a.m. I was called to the charge room. There I saw a man in a chair who turned out to be Gunnar Sampson. He was unconscious, had a wound over the left eyebrow, a slight scratch on the nose, and his face was smeared with blood; also his tunics. I went to Battery Path with the Indian Sergeant who brought the man in, and saw a pool of blood on the path, while matches were stuck around it. I also picked up the shoulder ladder, reduced. With the exception of this pool I did not notice any other blood on the path, on which I remained for 21 hours. Besides the blood I noticed much vomitting matter about eight yards further up the path, which looked like half-masticated ham. There is a good light on the part of the path where I was standing and the blood, and the electric light does not throw the shadow of the trees on the spot. A man was standing in front of the H. K. & S. Bank could see people passing the pool of blood on the path. The night in question was clear and the roads were dry.

In cross-examination—When deceased was brought to the Central Station his vomiting led me to think he had been drinking. He also smelt of beer.

Chief Detective Inspector J. Hamer sworn.

On the 8th ult. in the billiard room of the Hongkong Hotel on the 28th ult. I arrested the defendant on the charge of the murder of deceased. On the following morning defendant and his solicitor were in my office. Defendant made a statement to his solicitor, which I saw Mr. Goldring write down. The defendant signed the statement and Mr. Goldring, after witnessing it, handed it to me. I returned it to him in order that he might refer it to the Captain of the R.A.O.B. Club, where the soldier had gone. He also asked in which direction the soldier had gone. I said "Up that way," pointing towards Battery Path. Defendant went up the path and I followed him. He remained in a few moments and I asked him where the soldier was. Defendant said he was up the path. He told me that the soldier had struck him or struck a man. I do not remember the exact words. Ellis also said that deceased was lying on the path, as he had knocked him down. Miss Radcliffe and myself went up the path and saw the soldier, who was lying a short distance up. I kicked him on the back with my foot and asked him to turn over. I did not hit him when I kicked him as I was wearing rubber soled shoes. I did not see his brand on his hand when I kicked him, but I took his brand from his left shoulder. Miss Radcliffe and myself then returned to Queen's Road and took the soldier to the hospital. Defendant was waiting at the bottom of the path. We then went down to the Owl Grill Room and on the way met Mr. and Mrs. Slater opposite the Silver Grill. Defendant went up the path to the Owl Grill Room and on the way he had vomited. We again went up Battery Path, but found that the soldier had been removed. Then we returned to the annex in Duddell Street. We had been to Slater's to dinner earlier that evening. I did not ask the defendant to knock the soldier down. Defendant is not related to me in any way.

In cross-examination—We had our dinner at Slater's at eight o'clock. The defendant remained there till 9 or 9.15 p.m. When he left at that time I did not see him again until I saw him opposite Thomas' Grill Room after the soldier had struck me. I went to the Metropole Hotel about 9.30 p.m. with Mrs. Slater and remained there about three-quarters of an hour. We left the Metropole about 10.15 p.m. and from there we returned to the Owl Grill Room. The statement of a witness, that I was in the Owl Grill Room from one o'clock till eleven, is not true. From the Metropole we arrived at the Owl Grill Room about one o'clock till eleven. The defendant was not there. Miss Radcliffe joined me at the Owl Grill Room and we waited about ten minutes to twelve and went for a rickshaw ride which culminated in my meeting the soldier. I have never seen the soldier before, but from his speech I concluded the man was not sober. I did not see him smoking a pipe when he stopped my rickshaw. He walked slowly away from me and staggered. I started to run up the path with the defendant, but slipped and fell. A couple of minutes elapsed from the time the defendant left until his return. When Miss Radcliffe and I went up to see the soldier, the defendant remained below and held his dog. I did not notice a Chinaman above, or walking up the path when I went to see the soldier. The soldier spoke to me, saying something to the effect that he was either hit or hurt. I could not understand clearly as his voice was very deep. He was lying on his chest with his head on his left arm. I asked him to turn over, and he turned his head. It was then I took the hedge off his left shoulder. I did not see any marks or blood on his face, although the light was shining on it. Outside the Owl Grill Room I noticed nobody. I was from the way the man ran and walked, I think he was drunk. I walked away and met the two girls coming up the path, about fifteen yards down. They asked me if I had caught him. I said, "Yes, there he is! He struck me, and I knocked him down." Miss Radcliffe said, "I will go up to see him." When I first started, Miss Radcliffe started too, but slipped and fell. The whole thing was over by the time she got up. When they returned, we all got into our rickshaws and went towards the Owl Grill Room and met Mr. Slater, the proprietor, and some others. I spoke to him of the affair and showed him my knuckles, and he opened his hands and rubbed some brandy on my hand. We went from there to the R.A.O.B. Club and the place was closed, but we woke the boy and had a drink and went away. On our way back we stopped at the foot of Ice House Street, and all three walked up Battery Path. When we got as far as the place where the man had been before, there was nobody there. Miss Radcliffe said, as far as I recollect, "Let's walk up to the top and go home."

In cross-examination—After seeing the soldier we came down the path again. I do not remember having met three soldiers. We made three visits to Slater's that evening. It was possible for the English waiter to have been in there without me seeing him. We had some drinks at Slater's and some at the Metropole in the course of the evening, and later on some refreshments at the R.A.O.B. Club. As the soldier was going up the path I did not see him the whole time, because I did not look at him. I did not see him knock the soldier or down, as I fell myself and defendant returned as soon as I got up. The light which shone on

the soldier's face was gaslight. Prior to that night he had never seen the defendant run.

The case for the prosecution having closed, Mr. Goldring stated that he did not propose to call any witness and would reserve his defence.

His Worship then committed defendant to take his trial at the Criminal Sessions.

Mr. Bowley—With regard to the bail, I was not aware of the names of the sureties, and think it would be more satisfactory to have the bail in cash.

Mr. Goldring—The sureties have been satisfactory so far, and

THE GERMAN IN OTHER LANDS.

The success of German diplomacy in Morocco has turned attention anew to the policy of adventure and aggression which is supposed to underlie the activity of German statesmen in the foreign field. Englishmen especially are inclined to credit the German people with a deliberate desire to extend the territorial dominion of their empire. While this may be true of the German Government, and the men who are promoting the Pan-Germanic movement, in cannot be said of the average German or of those whom one meets outside their own country and in the backwoods of the world. Whatever has been achieved in colonial expansion by Germany has been gained by the bold and skilful manipulation of events by its official class, and not by the initiative or assistance of private individuals. In this respect one finds a wide difference between the Englishman and the German at a殖民ist. When now territory is added to the British Empire it is at once occupied by British subjects ready to prospect and develop its resources, and glad to retain their nationality. Not infrequently they have invaded the region first and remained unsatisfied until they have brought about a political tie with the old country and run up the British flag above their heads.

The emigrant German, on the other hand, is never anxious to bring himself into close relation with his Government. Unlike the British settler, he does not, as a rule, proceed to his own colonies. The stream of German immigration turns towards countries where political and personal freedom exists to a greater extent than in the Fatherland. There are millions of Germans in the United States who are Americans in everything but name, and even the names also are undergoing a rapid process of transformation. Outside of the Union, the largest community is domiciled in South America. There are hundreds of thousands in Southern Brazil, where they have built up a splendid commerce; but it is a significant fact that only a few hundred have retained their citizenship. In every foreign state and colony in the tropics, they are to be found in considerable numbers.

If we turn to the German colonies, we find a striking contrast to this state of things. The white people in those countries form a more handful of the total population, and of the whites about two-thirds only are Germans. In the whole of the great colonies in Africa they amount to but a few thousands, while the South Sea protectorates can only account for several hundreds.

Why is this?

The explanation lies in the character of German colonial administration. The colonies are regarded as economic estates, and are managed on bureaucratic lines. They are part of the iron-bound official system, which, whatever its merits, does not attract the free spirit of enterprise that conquers the most unfavorable conditions and fosters commerce and trade. Although Germans have been offered inducements to settle in their overseas possessions, they have not responded with the eagerness which one would expect from a people reputed to be anxious to found a great colonial empire; neither have they shown any disposition to invest money in these undeveloped estates. They have, not achieved the success which has attended British colonies in the same position.

It is not that the German makes an indifferent colonist. Like the Englishman and Scotman, he is a natural pioneer and settler, and, like them, takes root in a new country and identifies himself with his environment. The traveller meets them in every land and in the most out-of-the-way corners. The majority are engaged in mercantile and banking business, many are produce merchants, while a few devote themselves to agriculture. There is also a considerable number who are experts in employing men requiring scientific knowledge.

It is in technical ability and achievement that the German beats the Englishman abroad as well as at home. A single illustration of this may be given. A German chemist went through the forests of a tropical country, examining and testing the substances he came across. He revisited Germany, and after some months returned, and a workshop was set up in the bush. Operations were conducted with the greatest secrecy, and they appeared to be successful, for assistance after assistance was imported from Germany, the works extended, and to-day there is a large annual exportation of commercial stuffs extracted from the products of the woods.

As linguists, also, they are far ahead of Englishmen. The principal English merchant in a French-speaking country informed the writer that he had given up sending for clerks from England, because they could not, or would not, learn French. He had been compelled to employ Germans, who quickly made themselves indispensable, and when he retired it would be a German that would succeed him.

There are few better settlers than these quiet

plodding, domesticated Germans. They form a steady factor in the communities in which they dwell, abstaining from meddling in local politics—so in British colonies, where their assistance, in public work is welcomed—and very frequently marrying English women. When this happens they become more detached from home influence, and, although they may continue to read German newspapers and take an interest in German affairs, their children grow up British citizens often without a knowledge of their父's tongue; and when they retire it is not the Fatherland that claims them.

If there is one point of difference between them and the British, it is that, as a rule, they do not understand the character of native peoples so well, and do not come into as intimate and sympathetic relations with them. There are, nevertheless, exceptions to this generalization.

The German Moravian missionaries have a peculiar knack of successfully training the darker races in the arts and graces of civilization.

The writer has met and associated with

Germans of all classes in many countries, but

he has never found one who expressed sympathy with the dreams of Colonial dominion cherished by official Germany. He has come in touch with a natural desire to promote German interests, and occasionally feels a thrill of pride in German attainment, but along with these has invariably gone a devout hope that the Kaiser's long arm may not reach out and disturb the tranquil tenor of their way.

Under ordinary circumstances they do not wish protection from their Government. It was openly deplored by the German residents in Venezuela during the memorable crisis; it was always resented whenever there is a tendency to force it upon them. Such an attitude can scarcely be understood in England, but it is a perfectly explicable one.

The present King of Boni, Lapawawoy

Kraang-Segoro, was appointed in 1895 by the Netherlands India Government.

He had rendered good service to the Dutch on various occasions, for which he repeatedly received a reward. In 1893 he was even presented with the Dutch Order pour le Mérite.

Gradually, however, it became evident that

that King departed from his former line of conduct. As he grew older he became more

unmanageable, and the Dutch Government treated him with the kindness of a father towards his child; they pointed out to him many faults he had committed, contradictory to the articles of his contract, and he was warned to turn over a new leaf. At last, in vain, Lapawawoy was

dealt with remonstrances, and in 1902 the Governor

of Boni suggested to the Governor-General of

Buitenzorg a strong action against the

unruly Prince.

This ruler cared only for his own power and

wealth and exposed his subjects to endless

persecution, causing a dispersion of population;

he did not care for the so-called council consisting of patricians, and sent his satellites well

armed to the Coni people living over the frontiers in the other Fertile States, to extort from them; he even ordered his subjects to undertake pillaging in the Government territories.

Buitenzorg now ordered the Governor of

Cobes to make a last effort in order to get

the King of Boni to change his conduct, but in

vain. Then it was decided to send troops to

his country. In consequence, however, of the

Ruso-Japanese war, in the danger of violating

the neutrality in the Netherlands India Archipelago by the fleet of Admiral Kropotkin,

it was thought advisable to wait with the

expedition till the said danger had passed over.

In the beginning of July the main body will

be transported from Java to the Boni coast.

However, the King of Boni will get a last

chance to submit himself to the demands of the

Dutch Government. On the 14th of June a

message to the King of Boni was sent from

Buitenzorg, in which he was granted eight

days to comply with the demands of the Dutch

Government. If he refuses, an ultimatum will

be handed to him to submit within twenty-four

hours.

It will be seen that the Dutch only in the

nearest emergency will go to war. When this

ultimatum is rejected, the troops will be

disembarked.

The commander of the expedition is Colonel

C. E. Van Lennep, a distinguished soldier, who

while he was fighting in Aceh, received the

cross similar to the "Victoria Cross."

The second commander is Colonel "Jonkheer" (Sir)

L. D. C. de Lannoy, also an officer of great

reputation. Although it is kept secret, it was told

that the Dutch troops will be disembarked at

the mouth of the Tjernang river in the north.

Meanwhile it is not only Boni with which the

Dutch Government have come into conflict.

On the western coast of Cobes there are

some little States, known together as the

"Adja Tapparang." The port of these States

is Pare Pare. As long as this port is not

held by military power there is no way of

surviving the import in the above-mentioned

States and Boni. As the Dutch Government

intend to raise import and export duties in

South Cobes, Pare Pare was occupied and

garrisoned some months ago. This was quite

legitimate, the place lying in a province which

belongs to the Government.

These troops were entangled last week in a

fight with armed people from Adja-Tapparang,

the latter being repulsed with heavy losses.

There is still more. Amongst the people of

Gowa in the very south of Cobes, a hostile

feeling has arisen against the Dutch. The

King of Gowa is a kindly disposed man, who

prefers to live in peace with the Dutch Govern-

ment, but who is connected politically as well as

by blood with the princes of the Adja

Tapparang and the other smaller States in the

neighbourhood. Therefore it is anticipated

that the people from Gowa will join those of

Boni. As the boundaries of Gowa are close to

the principal port of the South Cobes,

Macassar, the inhabitants of this place are not

at ease.

As will be observed, the Dutch army in

South Cobes has a rather heavy task to fulfil.

It will first operate against Boni and, after

having subdued this country definitely, re-

establish the Dutch power in the turbulent

States of South Cobes. *Strata Times.*

WAR IN THE CELEBES.

HISTORY OF THE FIRED.
South Celebes, where the torch of war has been kindled, consists partly of Government's territory, partly of Fonda States, of which Gowa, Boni, Wado, and Lauti are the principal ones. In the Government's territory the executive power is entrusted to Dutch officials in the Fonda States to the respective kings and queens, who bound themselves by contracts to comply with the wishes of the Dutch Government. The relations between the above-mentioned States and the Dutch date from centuries ago.

The politics of the Government have been to distract from anything like imperialism; only as *ultima ratio* the Dutch have drawn the sword. As a rule they tried by peaceful means to maintain their authority in South Celebes. Boni is one of the States which forced the Netherlands India Government several times to take up arms. In 1824 Boni refused to assist in renewing the old contract with the Government. Heronpon an expedition was sent to Boni in 1825, which took and burnt the capital abandoned by the inhabitants. A complete success, however, the expedition was not, the Queen managing to escape.

In 1831 a second expedition was necessary because of the provoking attitude of the Queen of Boni. After surmounting many difficulties the capital fell again into the hands of the Dutch. The Queen was dismissed by her officials, and in 1860 a new contract with Boni was concluded, which was renewed again in 1866.

The country is about 2,500 English miles and mountainous; it is only flat on the coast, where it is partly swampy. One of the best landing-places is at the mouth of the Tjernang River in the North.

The present King of Boni, Lapawawoy was appointed in 1895 by the Netherlands India Government.

He had rendered good service to the Dutch on various occasions, for which he repeatedly received a reward.

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SHIPPING.

ARRIVALS.

ANDREW RICHARDS, German str., 1,020, H. Kohl, 10th Aug.—Bengal 4th Aug., Rice and Wool—Butterfield & Swire.

BEVAT, British str., 2,751, W. W. Cooke, E.N.R., 10th August, London 2nd July, Mills and Gobard, P. & O. S. N. Co.

CHOWRA, German str., 1,455, T. Spieren, 10th Aug.—Bangkok 1st Aug., General and Rice—Butterfield & Swire.

DALIN MARE, Japanese str., 300, Ohlo, 19th Aug.—Tamsui via port 4th Aug., General—Osaka Shosen Kaisha.

HANGKANG, British steamer, 9th Aug., from Canton.

INDRAVATI, British str., 3,380, R. N. Hall, 10th Aug., Keelung 8th Aug., General—Shaw, Savory & Co.

JACOB DUDERKSEN, German str., 623, B. Ohlson, 10th Aug.—Pekin 8th Aug., and Hefei 9th, General—Johson & Co.

LEONARD, German steamer, 3rd Aug., from Canton.

MARIBELLA, American steamer, 8,750, J. W. Sanders, 10th Aug.—San Francisco 9th July, Mills and General—P. M. S. S. Co.

SEASIDE, British str., 1,355, Robinson, 9th Aug.—Java 1st August, Sugar—Butterfield & Swire.

TELLER, Norwegian str., 1,128, S. Petersson, 10th Aug.—Singapore 31st July, Sugar.

YANKEE, British steamer, 10th Aug., from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
10th August.

CHINAMAN, British str., for Amoy
Nagasaki, British str., for Gobu
Cochin, German str., for Shanghai

THE AIRTEES.

10th August.

ALBERTA, German str., for Singapore
BANCA, British str., for Shanghai

BENAL, British str., for Swatow
HEIMDAL, Norwegian str., for Manila
HEISTER, German str., for Kinchow
KALIBO, British str., for Cebu
KATANGA, British str., for Kuchintzu
MAZON, British str., for London

ODIACK, British str., for Nanking
SHAOHUNG, British str., for Shanghai
SIGNAL, German str., for Hainan
STRATFORD, British str., for Java
WISASO, British str., for Canton

SAILING REPORTS.

The German str. *Chingia* reports: Had S.W. winds good weather and moderate sea.

The Japanese str. *Daijin Maru* reports: Fresh S.W. winds and g. nearly fine. Experienced 6 hours dense fog night of 8th between Amoy and Swatow; otherwise fine.

VESSELS IN DOCK.

10th August.

ABERDEEN DREDGE—*Pooleton, Tak M. Heng*, Wager, Hongkong, Paul Beau, Vigilante, Lamian, Wok Thia, Arayon, Apur, CORONATION DREDGE—*Battenhall*.

VESSELS ON THE BERTH

FOR YOKOHAMA AND KOBE.

THE Steamship

"SCANDIA."

Captain von Doehren, will be despatched for the above ports on MONDAY, 14th inst., at 5 P.M.

This steamer has splendid accommodation for passengers and carries a duly qualified doctor and stewardess.

For Freight and Passage apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 30th August, 1905. [1854]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA."

Captain E. H. Gerhard, will be despatched as above on TUESDAY, 15th inst., at DAYLIGHT.

For Freight or Passage apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 3rd August, 1905. [1854]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARATTOON APCAR."

Captain E. F. V. will be despatched for the above ports on TUESDAY, the 15th inst., at 3 P.M.

For Freight or Passage apply to DAVIN SASSON & CO., LTD., Agents.

Hongkong, 3rd August, 1905. [1855]

NIPPON YUSEN KAISHA.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Nautical Line Steamship

"BAROTSE."

Captain A. Lee, will be despatched for the above ports on WEDNESDAY, 1st, 16th inst., at Noon.

For Freight, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 10th August, 1905. [1866]

IMPERIAL GERMAN MAIL LINE, NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE via NEW GUINEA.

STEAM FOR

HERBERTSHOE—MATSUJI, BEIS BANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 22nd August, at Noon, the Steamship "PRINZ SIGISMUND," Captain Lenz, with Mail, Passengers and Cargo, will leave that port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linens can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 30th July, 1905. [1765]

"BEN" LINE OF STEAMSHIPS.

FOR MARSELLES, LONDON AND ANTWERP.

THE Steamship

"BENALIG."

Captain Wallace, will be despatched as above on or about the 27th inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd August, 1905. [1828]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked X, nearest Hongkong, H, midway between Hongkong and Kowloon, M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DERIVATION. VESSEL'S NAME. FLAG & EIG. BERTH. CAPTAIN. FOR FREIGHT APPLY TO. TO BE DESPATCHED.

DERIVATION.	VESSEL'S NAME.	FLAG & EIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via PORTS OF CALL.	COROMANDEL.	Brit. str.	1 m.	G. M. Montford, E.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, AMSTFEDAM & ANTWERP.	IDOMENUS.	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 13th inst.
LONDON, AMSTERDAM & ANTWERP.	PAHLING.	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
LONDON, AMSTERDAM & ANTWERP.	ACHILLES.	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 12th Sept.
LONDON, AMSTERDAM & ANTWERP.	ANTENOR.	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 26th Sept.
MARSELLES, LONDON & ANTWERP.	JAPAN.	Brit. str.	France.	E. P. Martin, E.N.R.	P. & O. S. N. Co.	About 18th inst.
MARSELLES, LONDON & ANTWERP.	SYDNEY.	Brit. str.	—			On 22nd inst. at 1 P.M.
MARSELLES, LONDON & ANTWERP.	BEELAIG.	Brit. str.	—	Wallace	GIBB, LIVINGSTON & CO.	About 27th inst.
MARSELLES, LONDON & ANTWERP.	JERZ HEINRICH.	Brit. str.	—	Ehlers	MELCHERS & CO.	On 16th inst. at Noon.
MARSELLES, LONDON & ANTWERP.	SPEZIA.	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 20th inst.
MARSELLES, LONDON & ANTWERP.	LIBERIA.	Ger. str.	k. w.	Sanders	HAMBURG-AMERIKA LINIE	On 7th Sept.
MARSELLES, LONDON & ANTWERP.	SCANDIA.	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINIE	On 8th Sept.
MARSELLES, LONDON & ANTWERP.	SIGESIA.	Ger. str.	k. w.	v. Doehren	HAMBURG-AMERIKA LINIE	On 20th Sept.
MARSELLES, LONDON & ANTWERP.	VANDAIA.	Ger. str.	k. w.	Bable	HAMBURG-AMERIKA LINIE	On 4th Oct.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 18th Oct.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—		SANDER, WIELER & CO.	On 29th inst. P.M.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th inst.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th Sept.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—	Petersen	CALOWITZ & CO.	On 12th inst.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—		SHEWAN, THOMAS & CO.	About 15 h inst.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—		DODWELL & CO., LTD.	Quick despatch.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 23rd inst.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			About 22nd inst.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 3rd Sept.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			To-morrow, at Daylight.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 14th inst.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 22nd inst. at Noon.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 14th inst. at 5 P.M.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			About 18th inst.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 16th inst. at Noon.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			Quick despatch.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 16th inst.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 15th inst. at 3 P.M.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			About 10th inst.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			Today, at 4 P.M.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 21st inst. at 10 A.M.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			To-morrow.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 13th inst. at 8 A.M.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 20th inst. at 8 A.M.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 23rd inst. at 10 A.M.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 15th inst. at Daylight.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 22nd inst.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			To-day, at 4 P.M.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			To-morrow, at Noon.
MARSELLES, LONDON & ANTWERP.	ST. HUGO.	Brit. str.	—			On 15th inst.
MARSELLES, LONDON & ANTWERP.						

OCEAN STEAMSHIP COMPANY, LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL	"PELUS"	On 16th August.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 23rd August.
GLASGOW and LIVERPOOL	"AEGAEON"	On 30th August.
GLASGOW and LIVERPOOL	"JASON"	On 31st August.
GLASGOW and LIVERPOOL	"TEENKAI"	On 10th September.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PAKING"	On 29th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 12th September.
GENOA, MARSEILLES and LIVERPOOL	"YANGTSZE"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 26th September.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN-PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and the PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA	"JASON"	On 3rd September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and the PACIFIC COAST	"NINGCHOW"	On 17th August.

For Freight, apply to

**BUTTERFIELD & SWIRE,
AGENTS.**

[910]

**CHINA NAVIGATION CO.
LIMITED.**

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL CHINA
PORTS.

STEAMERS
TO SAIL

FROM	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"YOCHOW"	On 12th August.

MANILA, PORT DARWIN, THIBS,
ISLAND, COOKTOWN, CAIRNS, "TSINAN"

TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE

MANILA, "TAMING" On 15th August.

TSINGTAO, CHEFOO, NEWCHIANG "TOHANG" On 16th August.

SWATOW, WEIHAWEI, CHEFOO "CHIHLI" On 22nd August.

and TIENSIN

The attention of Passengers is directed to the superior accommodation offered by these

steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified

Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other

Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND

AUSTRALIAN PORTS.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,
AGENTS.**

[11]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon midships. Electric Light Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP TONS. CAPTAIN FOR SAILING DATE.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	2540	A. R. Notley	Manila	Sat. 12th Aug. Noon.
ZAFIRO	2540	W. R. Rodger	Manila	Sat. 30th Aug. Noon.

For Freight or Passage apply to

**SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.**

[15]

Hongkong, 7th August, 1905.

**HONGKONG-NEW YORK
AMERICAN ASIATIC STEAMSHIP COMPANY.**

FOR NEW YORK VIA PORTS AND SUEZ
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAWADI" ... On 22nd August.

S.S. "STEREA BLANCA" ... On 29th September.

For freight and further information apply to

**SHEWAN TOME'S & CO.,
GENERAL AGENTS.**

Hongkong, 7th August, 1905.

[1004]

**INDO-CHINA STEAM NAVIGATION CO.
LIMITED.**

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION)

FOR STEAMERS TO SAIL

MANILA "LOONGSAM" Friday, 11th Aug., 4 P.M.

HONGKONG VIA SWATOW "HANGSAM" Friday, 11th Aug., 4 P.M.

TIENTSIN VIA WEIHAWEI "WOSANG" Tuesday, 15th Aug., 3 P.M.

SINGAPORE, SOURLABAYA and "FOOSHING" Tuesday, 15th Aug., 3 P.M.

SAMARANG

These steamers have superior accommodation for First-Class Passengers and are fitted

throughout with Electric Light.

Taking cargo on through bills of lading to Chefoo, Tientsin, Newchwang and Yangtze

Ports.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,
GENERAL MANAGERS.**

Hongkong, 19th August, 1905.

**CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

"EMPEROR OF INDIA" 6,000 Tons Com. E. Batham, L.N.E. WEDNESDAY, 23rd Aug.

"TARTAR" 4,425 Tons Com. W. Davison, L.N.E. WEDNESDAY, 13th Sept.

"EMPEROR OF JAPAN" 6,000 Tons Com. H. Purvis, L.N.E. WEDNESDAY, 20th Sept.

"EMPEROR OF CHINA" 6,000 Tons Com. R. Archibald, L.N.E. WEDNESDAY, 18th Oct.

"ATHENIAN" 3,688 Tons Com. S. Robinson, L.N.E. WEDNESDAY, 1st Nov.

Hongkong to London, 1st Class.

Intermediate on Steamers 240. " 242.

and 1st Class Rail 240. " 242.

INTERMEDIATE rates, affording superior accommodation for that class.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at

Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic and Civil Services and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

E. BROWN, General Agent.

Corner Pedder Street and Praya, opposite Blake Pier.

[6]

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per cent
per annum on the daily balance.

On fixed deposits for 12 months 5% per annum.

On Fixed Deposits for 3 months 6% per annum.

On Fixed Deposits for 6 months 3% per annum.

On Fixed Deposits for 12 months 4% per annum.

On Fixed Deposits for 18 months 4% per annum.

On Fixed Deposits for 24 months 4% per annum.

On Fixed Deposits for 30 months 4% per annum.

On Fixed Deposits for 36 months 4% per annum.

On Fixed Deposits for 42 months 4% per annum.

On Fixed Deposits for 48 months 4% per annum.

On Fixed Deposits for 54 months 4% per annum.

On Fixed Deposits for 60 months 4% per annum.

On Fixed Deposits for 66 months 4% per annum.

On Fixed Deposits for 72 months 4% per annum.

On Fixed Deposits for 78 months 4% per annum.

On Fixed Deposits for 84 months 4% per annum.

On Fixed Deposits for 90 months 4% per annum.

On Fixed Deposits for 96 months 4% per annum.

On Fixed Deposits for 102 months 4% per annum.

On Fixed Deposits for 108 months 4% per annum.

On Fixed Deposits for 114 months 4% per annum.

POST-OFFICE NOTICES.

■ Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m. A mail for MACAO, port of, Wingloki is closed every week-day at 5 p.m. Mails for NAMTAC, SANBUE, KUMOON, KUMCHU, SAMSHUI, WUCHOW and CANTON are closed every weekday at 5 p.m. On Sundays the mails are closed at 9 a.m. No mails are despatched to these places on Saturday evenings unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE
China		
AMO, SHANGHAI, NAGASAKI, KOREA, YOKOHAMA, HONOLULU and SAN FRAN- CISCO		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
Singapore, Penang and Bombay		
Macao		
Shantou and Shanghai		
Malib		
Kohlo and Yokohama		
Hoichow and Haiphong		
Bangkok		
Baikok		
Manila		
Portuguese, Irian via Tatticarin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
The Parcels mail closed at 5 p.m. to-morrow, the 11th inst.		
Shanghai and Chinkiang		
Macao		
Shantou and Amoy		
Kingpo and Shanghai		
Keelung, Mop, Kobe, Yokohama and Portland (Or)		
Macao		
Manila, Port Darwin, Thursday Island, Cook town, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Port		
Amoy, Straits and Rangoon		
Macao		
Singapore, Penang and Calcutta		
Wei-hai-wei and Tientsin		
Singapore, Sourabaya and Samarang		

TO-DAY.

Sale, Office Furniture, Prince's Building, Messrs. Hughes & Hough, 2.30 p.m. TO-MORROW. Sale, Household Furniture, No. 3, Macdonald Road, Messrs. Hughes & Hough, 2.30 p.m. Italian Opera, Theatre Royal, City Hall, 3 p.m. Fitz Gerald Bros. Circus, Cannery Bay.

COMMERCIAL.

CLOSING QUOTATIONS.

10th August.

ON LONDON	1/10
Telegraphic Transfer	1/10
Bank Bills, on demand	1/10
Bank Bills, at 30 days' sight	1/10
Bank Bills, at 4 months' sight	1/10
Credits, at 4 months' sight	1/10
Documentary Bills, 4 months' sight (1/10)	1/10
ON PARIS	1/10
Bank Bills, on demand	2/8
Credits, at 4 months' sight	2/2
ON GERMANY	1/10
On demand	1/10
ON NEW YORK	1/10
Bank Bills, on demand	1/10
Credits, 60 days' sight	1/10
ON BOMBAY	1/10
Telegraphic Transfer	1/10
Bank, on demand	1/10
ON CALCUTTA	1/10
Telegraphic Transfer	1/10
Bank, on demand	1/10
ON SHANGHAI	1/10
Bank, at sight	7/1
Private, 60 days' sight	7/2
ON YOKOHAMA	1/10
On demand	9/3
ON MANILA	1/10
On demand—Peace	9/3
ON SINGAPORE	1/10
On demand	9/3
ON BATAVIA	1/10
On demand	1/10
ON HAIFONG	1/10
On demand	1/10
ON SAIGON	1/10
On demand	1/10
ON BANGKOK	1/10
On demand	1/10
Summons, Bank's Buying Rate	10/45
Gold Leaf, 100 fine, per troy	55/10
Bar Silver, per oz.	27/4

OPIUM.

10th August.

Quotations are—	Allow no. to 1 catty.
Molva New	\$1200 to — per poun.
Molva Old	\$1300 to — "
Molva Old	\$1340 to — "
Molva V. Old	\$1400 to — "
Persian Sino quality	\$1050 to — "
Persian extra fine	\$1120 to — "
Patai New	\$1135 to — per cheet.
Patai Old	\$1124 to — "
Bearce New	— 3 to — "
Bearce Old	\$1067 to — "

VESSELS EXPECTED.

THE GERMAN MAIL. The I.G.M. str. Preussa left Colombo on the 5th Aug., p.m., and may be expected here on Wednesday, the 16th Aug.

The I.G.M. str. Prinz Heinrich left Kobe via Nagasaki and Shanghai on Wednesday, the 9th Aug., at 3 p.m., and may be expected here on Wednesday, the 16th Aug.

The I.G.M. Australian str. Wilhelms left Sydney on the 5th Aug. at noon, and may be expected here on Monday, the 23rd Aug.

THE CANADIAN MAIL. The C.P.R. str. Empress of India arrived at Nagasaki at 8 a.m. on Thursday, the 10th Aug., and left again at 5 p.m. same day for Shanghai, where she is due to arrive at 8 a.m. to-morrow.

THE BRITISH STEAMERS. The H.A.L. str. Scandinavia, from Hamburg, left Singapore for this port on the 6th inst., and may be expected here to-day, a.m.

The P. & O. str. Etruria left Singapore for this port on the 8th Aug. at 10 a.m.

The E. & A. str. Eastern, from Australian ports, left Manila on the 10th Aug. for this port.

The Buckland Line str. Etruria left Singapore on the 9th Aug., and is due here on the 16th Aug.

The Ben Line str. Benglo, from Antwerp and London, left Singapore on the 23rd Aug. for this port.

The P. & O. str. Aragonia arrived at Yokohama on the 9th Aug., and is expected here on the 22nd Aug.

The Boston Tow Boat Co. str. Hyades left Kobe on the 1st inst. for Shanghai, Manila and Hongkong.

The C.N. str. Changsha, from Australian ports, left Sydney on the 26th July, and is due here on the 19th Aug.

The str. Sultana sailed from New York on the 5th June.

The C.P.R. str. Taylor left Vancouver on Monday, the 7th Aug. for Hongkong via the usual ports of call.

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT MARUNO-UCHI, TOKIO.

Cable Address: "IWANAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Code used.

All Letters Addressed—

MANAGER, MITSU BISHI CO., with name of place under.

BRANCH OFFICES—

SHANGHAI: H. H. TRIPPI, HONGKONG: H. U. JEPPIES.

MANILA: MACKENZIE & CO.

CHINKIANG: CHADING & CO.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenal; the Imperial Railway; Sanyo, Kiusiu and the other Principal Railways; Industrial Works; Home and Foreign Trade; Coal and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shimaew, Namazu and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buna Coal.

SOLE Agents for Kigio, Komatsu, (Tagawa) and Yashirochi Coal (Karatze).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

LANE, CRAWFORD & CO.

Hongkong, 15th February, 1905. [1905]

JOINT STOCK SHARES.

Hongkong, 10th August.

COMPANY.	PAID UP.	QUOTATIONS.
Albemarle	\$200	\$100.

Banks—

Hongkong & Shanghai

National B. of China

A. Shires

Bell's Asbestos E. A.

China Adeno Co.

China Light & P. Co.

China Provident

Cotton Mills—

Evo.

Hongkong

International

Isau Kung Chow

Joyce

Daly Farm

Docks and Wharves—

Farnham & Co.

H. & W. Wharf & G.

H. & W. Dock

New Amoy Dock

Shui & H. Wharf

Tins 100

Forwick & Co. G.

Hongkong Office

Hongkong, 7th August, 1905.

G. Island Cement

Hongkong & C. Gas

Hongkong Electric

H. J. Triangular

Hongkong Hotel Co.

Hongkong Ice Co.

Hongkong Rop. Co.

H'ong K'ong S. Waterboat

Insurance—

Canton

China Fire

China Trades

Hongkong Fire

North China

Union

Yangtze

Land and Building—

Hongkong Land

Hongkong Land & B.

WestPoint Building

Mining—

Charbonnages

Hanks

Philippine Co.

Refineries—

China Sugar

Latton Sugar